

4350

VA-564



## POTENTIAL HAZARDOUS WASTE SITE IDENTIFICATION

REGION  
IIISITE NUMBER  
ORIGINAL  
(Red)

NOTE: The initial identification of a potential site or incident should not be interpreted as a finding of illegal activity or confirmation that an actual health or environmental threat exists. All identified sites will be assessed under the EPA's Hazardous Waste Site Enforcement and Response System to determine if a hazardous waste problem actually exists.

UAD 988/96903

## A. SITE NAME

NN042 CARROLL TRUCKING SITE

## B. STREET (or other identifier)

6300 Tidewater Drive

## C. CITY

Norfolk

## D. STATE

VA

## E. ZIP CODE

23501-99

## F. COUNTY NAME

NORFOLK 710

## G. OWNER/OPERATOR (if known)

1. NAME

Carroll Trucking, Incorporated

## 2. TELEPHONE NUMBER

See Below

## H. TYPE OF OWNERSHIP (if known)

☐ 1. FEDERAL ☐ 2. STATE ☐ 3. COUNTY ☐ 4. MUNICIPAL ☒ 5. PRIVATE ☐ 6. UNKNOWN

## I. SITE DESCRIPTION

There are 5 buildings on the site; the largest building is 60 by 100 feet in size. Four tanks (above ground and diked) are located on site. The site appeared to be a truck terminal or fuel distributor facility. The site was occupied by Oakwood Coal and Supply (804-855-0181) and R & R Custom Cycles (804-853-2930).

## J. HOW IDENTIFIED (i.e., citizen's complaints, OSHA citations, etc.)

Elizabeth River Study

NN042

K. DATE IDENTIFIED  
(month, day, & year)

October 17, 1990

## L. SUMMARY OF POTENTIAL OR KNOWN PROBLEM

In 1954, aerial photography identified dark-toned mounded material and possible debris in an industrial area. In 1958, four revetted vertical tanks with additional ground stains were observed on site. In 1986, additional ground stains were observed, one at the base of the tanks.

The drive-by inspection found that soils were heavily stained with an oil-like material. A hydrocarbon odor was evident. Excavation was in progress at the southwestern end of the site.

## M. PREPARED INFORMATION

1. NAME

John King

## 2. TELEPHONE NUMBER

(215) 687-9510

## 3. DATE (mo., day, &amp; year)

February 4, 1991

K.S. 4-11-91

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R-585-8-1-41

PRELIMINARY ASSESSMENT OF  
CARROLL TRUCKING (NN042)  
PREPARED UNDER

TDD NO. F3-910623  
EPA DSN. VA-561  
FACILITY ID NO. VAD988196903  
CONTRACT NO. 68-01-7346


*Approved and  
entered into  
CFRCLIS  
on  
11/1/91  
JAB*

FOR THE  
  
HAZARDOUS SITE CONTROL DIVISION  
U.S. ENVIRONMENTAL PROTECTION AGENCY

SEPTEMBER 6, 1991

NUS CORPORATION  
SUPERFUND DIVISION

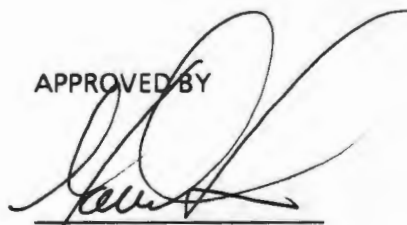
SUBMITTED BY

  
EDDIE RIDENOUR  
PROJECT MANAGER

REVIEWED BY

  
CARL RODZEWICH  
SECTION SUPERVISOR

APPROVED BY

  
GARTH GLENN  
REGIONAL MANAGER,  
FIT 3

### Scope of Work

NUS FIT 3 was tasked to conduct a preliminary assessment of the subject site.

### Summary

Carroll Trucking is located immediately east of Tidewater Drive (Route 168) and west of Norfolk and Western (N & W) Railroad tracks in Norfolk, Virginia (see figure 1, attachment 1). The site is currently owned by Robert and Michael Carroll, who use the site for truck storage, on-site trucks repairs, No. 2 diesel fuel storage, and the distribution of military supplies. Approximately one-third of the site (the southern portion) is leased to Richard Daniels, of Utility Construction Services, Incorporated (USC), which stores construction equipment. A building located at the entrance of the site is leased to Thomas Altman, of R & R Custom Cycle, which repairs and sells motorcycles. (See figure 2, attachment 1). From 1920 to June 30, 1990, the site was operated as Oakwood Coal and Supply (a subsidiary of J.C. Jones Sand Company, Incorporated), which sold No. 2 heating oil, coal, and sand.

In November 1990, Carroll Trucking contracted UCS to excavate oil-contaminated soils at the site. This contaminated soil was the result of a fuel tank leak that occurred when Oakwood Coal and Supply owned the site. UCS removed 450 cubic yards of soil and transported it to a road-patch asphalt manufacturer. USC determined that the remediation was complete at this point and that the site met with acceptable levels for petroleum content in soils (see attachment 4).

On July 31, 1991, NUS FIT 3 conducted a preliminary assessment of the subject site. In a warehouse beside the office, the FIT observed 25 one-gallon containers and 10 five-gallon containers of solvent-based Stop Leak and two 10-gallon containers of unknown contents. The two 10-gallon containers are currently being scheduled for analysis through the Southeastern Public Service Authority of Virginia (SPSA) (see attachment 5). When these substances are evaluated, they will be disposed appropriately. No other information relating to the handling of hazardous materials at the site was found.

Site surface drainage is expected to flow overland and through a storm drain for approximately 200 feet before discharging into a tributary of Wayne Creek southeast of the site. Wayne Creek travels westwardly approximately 1.5 miles before entering the Lafayette River. The Lafayette River discharges to the Elizabeth River, which flows to the James River and the Chesapeake Bay. All surface waters within Virginia are protected for recreational uses and for the maintenance of aquatic species. Wetlands within the study area along Wayne Creek, the Lafayette River, and the Elizabeth River total five miles of frontage.

Private domestic wells, one water company, and two military installations serve individuals in the study area. All individuals not served by a water company are assumed to maintain private domestic wells. No information is available for private domestic wells in the study area.

The public utilities department for the city of Norfolk (cN) serves a portion of the study area. cN currently obtains water from 11 surface water sources and 4 deep wells; none are located in the study area. cN sells bulk water to the cities of Chesapeake and Virginia Beach and the United States Navy. Portions of the United States Naval Base at Sewell Point and the United States Naval Amphibious Base at Little Creek fall within the study area. Both bases currently purchase water from cN.

No surface water intakes have been identified within 15 downstream miles of the site.

The site is situated in the outer portion of the Atlantic Coastal Plain Physiographic Province in the Four Cities Area of Virginia. The Coastal Plain is underlain by a series of southeast-dipping, wedge-shaped sheets of relatively unconsolidated Cretaceous and Quaternary age sediments that have been superimposed on the eastern extension of the crystalline rocks of the Piedmont. The drainage pattern exhibited in the Four Cities Area is dendritic.

The site is underlain by the Quaternary age Sand Bridge Formation. The Sand Bridge Formation has been subdivided on the basis of lithofacies into an upper member and a lower member. The upper member directly underlies the site and consists of sand, silty sand, clayey sand, and silty clay. The lower member consists of sand with minor amounts of gravel. Small, localized areas of fill and Holocene age alluvium may be present in the study area. The Miocene age Yorktown Formation unconformably underlies younger sediments in the Four Cities Area and consists of fossiliferous sand, silt, clay, and coquina.

The site is located in an unsurveyed area of Norfolk County. Soil descriptions and characteristics are therefore unavailable.

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Groundwater in the Coastal Plain of Virginia occurs primarily in interconnected interstitial openings in the unconsolidated sediments of the Coastal Plain. The upper 400 to 500 feet of sediments in the Four Cities Area have been subdivided into 2 main aquifers, an upper water-table aquifer and a deeper, partially confined aquifer. The upper water-table aquifer (Quaternary aquifer) includes unconsolidated Quaternary age sediments and is generally found at depths of less than 50 feet below the land surface. Wells producing from the Quaternary aquifer generally yield between 10 and 50 gallons per minute, sufficient for domestic uses. The depth to the water table ranges from less than one to eight feet below the land surface. The deeper, partially confined aquifer (Miocene aquifer) includes unconsolidated Miocene age sediments. The Miocene aquifer is generally found at depths ranging from 50 to 150 feet below the land surface and commonly yields sufficient quantities of water for domestic use. Moderate amounts of groundwater have been yielded to public and industrial well systems in the Virginia Beach area and along the Eastern Shore. The depth to the piezometric surface is generally three to four feet lower than the depth to the top of the water table.

The direction of groundwater flow and the depth to groundwater in the water-table aquifer beneath the site are unknown. The direction of groundwater flow in the water-table aquifer beneath the site, based upon topographic observations and the role of streams as discharge points, is estimated to be to the south-southeast toward a small tributary of Wayne Creek. The depth to the water table beneath the site, based upon the regional characteristics of the Quaternary aquifer, is estimated to range from less than one to eight feet below the land surface.

#### Site Layout

The Carroll Trucking, Incorporated site is located immediately east of Tidewater Drive (Route 168) and west of Norfolk, Virginia (see figure 1, attachment 1). The site consists of a level, 3.2-acre gravel parking lot that covers an old coal surface. A fence surrounds the site. The site is bordered on the north and west by Tidewater Drive and an overpass ramp, on the east by the N&W Railroad tracks, and on the south by residential dwellings. Wayne Creek is located south and southeast of the site. Site surface drainage is expected to flow overland and through storm drains and a drainage ditch toward the southeast, to an unnamed tributary to Wayne Creek. Wayne Creek travels to the west and south approximately 1.5 miles to the Lafayette River (see figure 1, attachment 1).

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The site can be divided into three divisions: the Carroll Trucking portion, the UCS construction equipment storage area, and the R & R Custom Cycle building. Carroll Trucking, Incorporated owns the entire site and leases land to UCS, Incorporated and the building to R & R Custom Cycle (see figure 2, attachment 1).

The Carroll Trucking portion of the site consists of approximately 75 percent of the property, from the northern area to the center of the site. This area consists of the entrance, office building, warehouse, tank farm and pump, garage, production well, and truck storage. The entrance is located in the west-central part of the property, adjacent to Tidewater Drive. On the southern side of the drive is a storm drain. Located southwest of the entrance is the on-site garage. The garage is approximately 30 by 30 feet. A storm drain is adjacent to the garage. The office building, which is approximately 30 by 60 feet, is north of the entrance.

The warehouse is north of the office. This warehouse has four overhead doors and sealed-off windows. During the FIT inspection, a pickup truck and containers were observed in the warehouse. The containers consisted of 25 one-gallon cans and 10 five-gallon cans of solvent-based Stop Leak and two 10-gallon drums of unknown contents. The building is approximately 60 by 100 feet.

The tank farm area, which consists of four above-ground riveted vertical diesel fuel tanks, is east of the warehouse. The tanks have a capacity of approximately 15,000 gallons each. A secondary containment area surrounds each tank. This containment area is approximately 34 feet, 4 inches by 74 feet by 2 feet, 4 inches. The base material was constructed with plastic and topped with gravel. Approximately 20 feet south of this containment area and tanks is a fuel pump for dispensing No. 2 diesel fuel from the above-ground storage tank.

An on-site production well is in the east-central portion of the site, approximately 100 feet south of the fuel tanks. The depth of this well is unknown, but it is reportedly more than 100 feet deep.

The remaining area of this portion of the site is used for vehicle storage.

The UCS, Incorporated construction equipment storage area portion of the site comprises approximately 20 percent of the property. This storage area, located on the southern end of the site, consists of vehicle storage, scrap metal and construction equipment storage, an old fuel tank, and an old generator building (see figure 2, attachment 1). The vehicle and scrap metal storage areas are located on the southwestern portion of this area. This area is approximately 50 by 25 feet. The construction equipment and fuel tank storage is located on the south-central portion of this area. The equipment area occupies approximately 50 by 50 feet, and the above-ground fuel tank has a capacity of approximately 7,500 gallons. The tank is empty and not in use.

The old generator building is located on the southeastern portion of this area. This building, which is approximately 37 by 80 feet, houses the old generator and equipment and tire storage.

The R & R Custom Cycle building portion of the site covers approximately five percent of the property. The building is located south of the entrance and adjacent to Tidewater Drive. The building is approximately 25 by 30 feet (see figure 2, attachment 1).

The entire site is covered with crushed shell and gravel that control the coal dust from previous on-site operations.

#### Site Use History

The site is currently owned by Robert and Michael Carroll, who own Carroll Trucking. The property was bought on May 30, 1990. The building and land are being used for truck storage, on-site repairs, fuel distribution (No. 2 diesel), and storage and as the company's headquarters for the transportation of military ammunitions and supplies.

A portion of the property is leased to Richard Daniels, of UCS. Mr. Daniels uses the property for the storage of construction equipment, scrap metal, and vehicles.

Robert and Michael Carroll lease one building on site to Thomas Altman, of R & R Custom Cycles, who uses the building to rebuild and sell Harley Davidson motorcycles. It is not known if or for how long R & R Custom Cycles occupied this building before the Carrolls bought the property.

From 1920 to May 30, 1990, the site was operated by Oakwood Coal and Supply (a subsidiary of J.C. Jones Sand Company, Incorporated) and owned by Michael L. Mills. The main use of the land when Oakwood Coal operated on site was the distribution of No. 2 heating oils, coal, and sand. A sand/brick manufacturing process was also operated on site, and sand bricks were distributed as part of this business.

No information concerning the generation, storage, or disposal of hazardous materials at the site has been discovered by the FIT.